

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Korea	REPORT		
SUBJECT	1. Railroad Passenger Service between P'yongyang and Yonan 2. Air Traffic near P'yongyang	DATE DISTR.	1 August 1955	25X1
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DATE ACQUIRED		REFERENCES		25X1
This is UNEVALUATED Information				

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. In September 1954, a railroad passenger train on the P'yongyang-Yonan line left P'yongyang railroad station at 9:00 p.m. and arrived at Sariwon station (YC3864) at 2:20 a.m. The train was usually on schedule. At Sariwon, passengers changed trains for Yonan (BS5198) and boarded a train that departed at 6:00 a.m. Passenger trains on the Sariwon-Haeju-Yonan line were often late upon arrival at Yonan because they travelled very slowly.<sup>1</sup> One small locomotive with six passenger cars was used on this line.

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2. Tickets for Yonan were checked in P'yongyang about two hours before departure time by the compartment conductor, an assistant conductor, and a Railroad Security man.

3. MIG's in formations of two, three, eight, and thirteen planes flew daily over P'yongyang city. Two single-engine dark gray passenger planes were at YD4723.

1. Comment. Arrival time at Yonan was unknown.

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Comment. In 10 November 1954,

the fare from Haeju to P'yongyang was 160 won, that from Haeju to Sariwon was 120 won, and that from Haeju to Yonan was 90 won. According to other available information in March 1955, there was a single-track line between Sariwon and Yonan. The main line between P'yongyang, Sariwon, and Kaesong was double track and was called the "Kyongui Line."

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Comment.

October 1954 the Kaesong-Sinuifu rail line was half single and half double track. Where it was double track, only one track could be used because the other was rusted and the roadbed was not maintained.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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